VOLUME 1.

NEWTOWN, CONN., NOV. 22, 1877.

NUMBER 22

JOHN T. PEARCE, Editor and Manager.

The Rec.

AT NEWTOWN, FAIRFIELD COUNTY, CONN.

M. M. Bensel, --- Pub'r and Prop'r.

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hr. Jonn's Chappe., Rev. Francis W. Bar-ties meditant minister. Spaday School 12 M. Ser-vices I P. M. Communion service on third Sun-day in meaning in 12 July 18 March 19 July 18 July

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TRAVELER'S GUIDE.

Newtown & Woodbury Stage Line.

Lawre Woodbury at 7,50 a.m., Sonthbury at 5,5 a.m., South Britain at Fa. in., Bonthbury at 5,5 a.m., South Britain at Fa. in., Bennett's Bridge at 9,50 a.m., is river at 10 a.m., Sandy Hook at 10,50 a.m., arriving at Nextewn to meet the 19,67 a.m.; Up Train, and leaves for Woodbury ou the agrical of the 11.60 a.m. Down Thain, and arrives at Woodbury at 5 p. m., the same time as the Woodbury and Seymour Stage,

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Newform, Aug. 24,1877.

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I offer my sery goe to the traveling public, and can be found at all times ready due ravey passengers to a d goes the Depot, or to Sandy Hork and Newtown St. Charges moderate. Remember the "Governor,"
GEORGE REDSTONE.

Housatonic Railroad. Tuna Table. To take effect Not., 1877.

Traine Lever Number Deitz North, 10.47 a.

12:45 2:45 5:45 and 1:55 p. in. 10.47 a. m.
and 5:35 p. m. trains connect at Brookfield Juneties with trains for Daubury.

Georg South, 7:45 and 11:40 a. m., 4:55 and 7:25
p. m. Sunday Train, 7:45 p. m.

Trace Love Handspelle Gring North, 10, 5; a.m., [1,05, 5, 5, 14; and 7, 50 p. m. 10,57 a.m., and ket p. m. traces connect at Brookneid Junction with trains for Danbury. Going South, 7,23 and 11,20 s. m., j.45 and 7,95 p. m. Sunday Milk Train, 7,30 p m

Shepaug Railroad. ARRANGEMENT OF THAINS, commending

Nov. 16, 1817.

Connecting Frame Leave Scatteres at 10,47 a. m. and 1.32 p. m. Arrays at Letchneid 2,15 and 8.00 p. m. Scientage an additional Connection is made by Train planting Newtons at 7.25 p m., eth Train serving at Litchpeid at 10.00 p. m. Lange Litchfeid at 9.30 s. m. (Mondays 7.15 a. m.) and 3.15 p m. arraying at Hawleyville 11.35 a. m. (Mondays 3.10 a. m.) and 7.00 p. m., connecting with trains on Housetonie R. R.

Smaley Mall Train leaves Litchfeid 4.40 p. m. and someouts with Housetonic Milk Train. L.du. D. H. PLATT, B.

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BRIDGEPORT, CONN. Geo. W. Northrop. LAST EXCURSION

LINCOLN, NEBRASKA. Will leave New York City via Erie Railway Nov. 17th, 10.45 a. M. Tickets good for 60 days. Accommodations first-class. Round trip tickets, 546.80; Single trip 28.00. Encursionists can stop off at any point-rither going or returning. Tickets sold on Erie triin day of exciration. Parties desiring to leave before or after can obtain tickets at same rates. For further information, land, snap, tickets, &c. address WILLIAM CALL, Ir., Land and Ticket Agent C. P. & Q. R. K. Co., Hasy-piraw, N. Y.

WRITTEN FOR THE HEE. ! A DAY IN OCTOBER.

Gold-bronze and rich crimson, pale yellow, deep Gleam the trees on the hill-sides, through soft,

purple sheen : More dainty than sunbeams, or shadows of mo Thrown through blue skies, in the nights of June Stately still stands the corn in mellowing fields Where slow-ripening fruit lies, like great golden shields.

A quail calls out shrilly a line'ring wron since. A partridge whires loudly, with brownly spread wings.

No sound save the hird-calls, no humming of bees No lowing of cattle, no rustling of trees;-Asleep lie the grasses, nor hardly awake When in through tasir-dreams glides a sin-

The sun weils his glances, not venturing to hear into dust-breathing anger the quieted street The cool fringed gentian looks gratefully up And fills with \$1m sublight her slivery-blue cup.

The river flows slowly .- no mint of commetten ocean Calling out, from afer, for her children to haster

And cool her warm face, from their rock-lined to Snow-white swing the cloudlets. - like fairies in

Now, they swim, now, they float, in a dira szur Now, mingling, now, weaving white arms for the Then, carelessly drifting, like playthings

O, fair earth ! O, fair skies! O, day, so divine! God-given, God-kept, blessed message of Thins Unsprakable bliss thrills the soul, for the love sends this type of the perfect days waiting above EASTERLY

Secret Stories

Love Before the Mast.

The captain of an English ship just arrived in San Francisco port relates a singular story, which is worth adding to the already extensive budget of marvellous tales of the ocean. The names of the captain and ship are not given, as sailors are proverbially sen sitive about their veracity, and there is a strong flavor of romance in the

The official log contains this entry -"August 15, britinde --, longitude --, James Colton, a stowaway, fell from the foretopgallant yard to the deck, and was instantly killed."

"August 16, latitude-, longitude-William Bean, an ordinary seaman while the funeral service was being read over the body of Colton, Jumped from the topgallant rail and sank immediately Ship hove to at the time. A boat was lowered, but no trace of the man was discerned."

"That," said the captain, "Is an en try that gives the key to the yarn I'll spin you," as a Mail reporter sat in his cabin yesterday afternoon after the noonday meal.

"I shipped Bean at Liverpool. He was a tall, good-looking young fellow. and did not appear to be much of a sea faring man by his appearance, but he had a couple of good discharges and I took him. After he went forward among the men I did not notice him again until the second day out. The male came aft. lugging along a little bit of a fellow, with short curly hair and a round face. whom he had found under the fore hatch. A lot of men got around to see what I was going to say about it.

"What in the blazes made you bide away in my ship?" I said. He didn't answer a word and seemed scared to death. Then Bean stepped out and

"'I know that young man, captain; he's an old chum of mine. He wasted to get a passage to California, and had no money.

I swore some at them both and then sent Colton off in charge of the third mate, who soon got him to work on a broom. He handled the broom pretty well, and took sort of to polishing up the brass work and seemed so inclined to be industrious that I took him out of the mate's watch and gave him old jobs about the cabin, lending the stew ard a hand and so on. He had all night in and better grub than they got in the forecastle but he used to always slip some of it forward to Bean, Those two were a good deal together on Bean's watch, and Colton would sometimes stay up all night with him. Then he got to like going alott, and used to handle the royals as well as any ordinary seuman on board. One day the mate said to me, 'I

was something queer about it, Bean on board my ship. Sounds like a novel was telling him that his mether and brothers would never forgive him, and the best thing to do when he got to San Francisco would be to write to some friends at home, but not let his people know where he was. Coiton was crying, and seemed to feel very bad. Then they saw me and shut up. I think Bean has made that boy Colton run away

from school, or something of the sort,' I told the mate to make work as light as be could for him, and once, when he brought me up a cup of tea on the poop, I asked him it his friends knew that he had started for California,

'Ob, no,' he said, 'but I could not get along well at home, and I thought it best to go away !

'You knew Boan well at home. didn't You ?' I asked. 'Yes, sir,' said he, and he looked rec and confused

'Did he induce you to run away ? 'No; no, sir,' said he; 'but he told me he was coming in this slop ' That was all I said about it then. A week or so afterward, when Le was cleaning up my cabin, he got hold of a photograph of my wife, which are artist in Liverpool had undertaken to color and had made a botch of it.

'Did you ever do any painting?' asked. He said he could paint a little, and I got a box of water color paints from the third mate and some brushes and gave him a few photographs to color. You see how well he did it. He surpris

Then the captain opened his album showed the reporter some photographs which were very skillully and artistical ly retouched. "I saw him once," continued the cap tain, "painting the phtograph of a fine looking old lady. He told me it was Bean's mother. Well, to come to the day the accident occurred. I was just

going to call the young chap att to help the sail maker, who was working on The poop, when a squall came along. The mate sang out, the royal balvarus were let go, a d C iton jumpes into the fore rigging to get aloft and stow the fore royal, for it was darkening up to windward. Bean also got into the rigging and seemed to want to get up, but Col-

ton got anead of him, the caseus, and the next thing we knew sometions came down on dock with a thud that made me shudder. The first one at the moor fellow's side way. Bean, He turned into over, for the face was to ward the deck and then be fed down in a fit, and the boatswain attended to him. The watch carried Colton's body oft tils neck was broken. Afterwards in preparing the body for its watery burial dice we knew the whole story," and the skipper took a glass of sherry, and

his eyes were moist, "What was the mystery," asked the

reporter. Well, 'said the captain, "just this Colton and not belong to our side of the deca. The body that was sewed up and launched int. the deep was a young woman, and she was Bean's wife, for I found the northage certificate in Bean's trunk with some letters that partially explained the matter. But I'd tell you about that afterward. As soon as Bean got right he came aft looking like a ghost, and he knew by my face that I

and discovered the secret, "Captain," said he, taking off his bar, would you have any objection to letting me stay alone with it this night?"

"I let him stay all night by the body and I can imagine what the poor, fethor suffered. I never saw such a despairing face on a man in my life as that which merme when I opened the cabin door and the hands were summoned for the funeral services. He stood by until the last moment, and when the body slipped off into the sea, and the shot carried it down, down into the blue depths, he watched it until it disappeared. Then he jumped on the topgallant rail, and before any one could grab him he Was gone, "

"And the letters ?" "I hunted through his trunk," said the skipper, "and found a bundle of letters which I am going to enclose to his friends at home. From what I could learn from them it appears that Bean (which was an assumed name) was a young fellow of good family but very wild. The girl's people were also well off and reputable. She knew him from a boy and ran away with him, and they were married. He went to sea after that and she went back to school. When he returned they tried to make it up with the old folks, but they would not heard those two men, Bean and Colton, have it. So the young fools, without a good & Co. have already published sea talking together last night, sir, and there signance to bless themselves with, come

but it is all just as I told you, and here are the proofs."

Subscription Price, \$1.00 A Year

"Have you any objection to my giving the name of the ship? 'said the reporter. "Well," said the skipper, "I don't like that sort of sensation, and the owners don't want these sort of things about

the ship in the papers. Here is the boat

along side," said the captain, and the re-

porter took a seat in the stern sheets and

was soon at the landing. Heliotypes-How They are Made, &c.

The following article is a partial description of this new art, from the N. Y. Tribune. We are sorry that our space will not selmit of giving the article es-

Messrs. James R. Osgood & Co, who own the Heliotype Process, have already familiarized the public with the words, and have conveyed to all minds their general import, namely, that 'the Heliotype in its broad sense is a mode of reproduction which serves to popularize the best works of art by means of copies that represent the originals with faultless precision. But how is it done? What is the process? We will endeaver to explain as clearly as possible the principle and the successive steps.

The Heliotype process was invented in London in 1870 by Ernest Edwards, who considered the word "Heliotype" to express the result of his invention, It is derived from the two Greek words, ifelios, the sun, and tupos, a type, and thus signifies literally "Sun Type" But broadly it means much more than that, as we shall soon see. The process was introduced into the United States in 1872 by Osgood & Co., and Mr Edwards the inventor of it, has been from that date its superintendent under their

auspices. The Heliotype Process is the application of the well-known principles of photography to the art of printing, and the practice of the printing press. Photography is purely a chemical (or actinic) process, as its name (writing by lights implies. Printing, on the other hand is purely mechanical. The Heliotype Process is both chemical and mechanical, combining the chemical principles of photography with mechanical methods of printing. In short, the Heliotype Process may be comprehensively described as photography in the printing press.

WHAT IS A HELICTYPE? The product of the Heliotype Process is called a Heliotype. It is both a photograph and a print; it is photograph mechanically produced, and it is at the same time a print having a chemical origin. The ordinary photograph is produced in evanescent materials, and will fade; the Heliotype, is printed with permanent ink, and can never fade. The Heliotype, therefore, may be defined as a photo-mechanical print, possessing the exact features of a photograph together with the permanent qualities of ordinary printing.

The process has been extensively used in scientific works of the highest class, the United States Government having employed it largely in illustrating the Medical and Surgical History of the War, the reports of Lieutenant Wheeler's and Professor Hayden's explorations, and many other important works. It has proved valuable for severed State Governments, in illustrating their geological surgeys, and historical societies, in various states, have frequently employed it in reproducing objects from their collections. Hilustrations for town histories are also produced readily and cheaply by its means. In short, it may be said to be capable of dealing with almost everything that is found in nature. or that the ingenuity of man has devised. It should be borne in mind that the Hehotype Process is not originative, but merely imitative. It only copies, but it does this with an absorpte fidelity; and this fact renders it specially valuable. In copying manuscripts, it omits or milds no word, or letter, or point; exactly what was written is reproduced. In muniplying old documents, it gives perfect fac-similies, and is a certain guarantee of their securacy. Aud, in whatever it does, it adds to the minute faithtulness of the photograph the permaner.ce which be ongs to the most durable print.

HEISOTYPE ENGRAVINGS.

But the most important and most popular product of the process, and the one most engaging the attention of its proprietors, is the reproduction and publication of steel engravings; and these reproductions are what the public commonly knows as heliotypes. Messrs. Os

Continued on fourth page.

OETRY.

Leaden